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**HONGKONG WEEKLY**  
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# Hongkong Daily Press.

ESTABLISHED 1857

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In Casks 375 lbs. net \$5.50 per cask ex Factory  
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29

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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 6th, 1908

Owing to local operations into a description of which we cannot enter, some people at Shanghai have been conducting a little argument as to the correct method of calculating the real value of company shares. Experience teaches that at Hongkong as well as Shanghai the published Stock-Exchange quotations are rarely a safe guide to market values; they may approximate current prices, though very often they fail even to attain that measure of accuracy as indicators. To a forced seller, the real value of his holdings is what they will fetch. The eager buyer cannot as easily ascertain the current market value, for it often happens (owing to the extent to which gamblers intervene) that his own bid inflates the quotation. It "hardens" or "stiffens" the market; that is, it excites the rapacity of the sellers and on the sellers' agents. In order that a bona-fide investor, who wants to exclude as much of the element of gambling from the transaction as possible, may know what is a fair price to name in his firm offer, various particulars of the financial standing of a company are obtainable. The Shanghai argument, conducted in the correspondence columns of the newspapers, has been concerned with the question, which of the statistics offered have the truest bearing on the desired estimate. More explicitly, which should be taken most into calculation: the assets, reserves, &c., of the Company, or the dividends it has been paying? Both, though rather Irish, would seem to be

the proper answer; but at Shanghai the rival merit of each has been upheld. The champion of assets demands, "If a company has a bad year and does not pay over four per cent, but has assets to double the value of the market value of the shares why should the shares drop?" The champion of dividends says that in such circumstances shares always do drop—that it is "the fundamental law." Therefore "the value of a share is determined by its dividend earning capacity." This gentleman obviously means the true value to the true investor, seeking a certain percentage of income from his capital, and as it is obvious that his future income depends not only upon the percentage of returns made by the enterprise chosen, but also on the security of his capital, he must consider both sets of data before investing. He will naturally be willing to pay a higher premium for a sound stock. It is, however, not so simple as a question of what he is willing to do, but what he is able to do. Until his capital is invested, he has no income, or none more than a bank will give him in the shape of interest. When he enters the market as an investor, he is in the position of a man embarking in a boat. His notions of seamanship may be sound, his craft seaworthy, but no navigator may shut his eyes to the fortuitous perils of the seas. These, in our local Rialtos, are represented by the numerous buyers to whom the dividend returns are a secondary concern. It is no use saying that rocks ought not to be there because the chart shows none, and sailing straight on. The breakers must be noted. This means that even if the percentage of returns is good and promises to be reasonably permanent, given fair play and ordinary conditions, the investor should look also to the character and habits of the management, of the directors. Are they speculators or gamblers? Is the stock a favourite with operators? Do its quotations fluctuate considerably? If so, let it alone. The amount of the dividend, the existence of a dividend at all, depends largely on the whim of the directors. Business may have been good, but they may go in for enlarging reserves or extending operations, or for any excuse to change the usual returns. If they are themselves operators, they will do that, or decide to do that, so as to affect the quotations in favour of their own operations and the ordinary shareholders are practically helpless. Says *The Godown*, a curiously interesting Shanghai publication, "Let us assume that a widow with four and a half children had inherited her estate of £10,000 in the year 1800. She depends for the living of herself and her fractional family on the dividend earnings capacity of these shares, and they have given her a steady income for three years of about £200 a month. Then one day this esteemed widow, who is just as shrewd as most men, and who, besides, enjoys the advantage of possessing fractional family discounts that, although her 'security' remains unimpaired her income for the year, and for the year after next, and for the next year after that, will gradually undergo a process of pruning in the following ratio: 1800—£205 per month; 1807—£195 per month; 1908—£120 per month; 1910—£100 per month—all because her shares during 18 and the following years will not earn enough money. Although her 'security' is good enough, what do you think this shrewd widow will do? Remember, she is used to an income of 200 Taels a month, and that is all she has got. She will promptly sell her shares (especially if she can find any one foolish enough to pay her 220 Taels for them) in spite of any valuable assets of the company, and she will invest her little capital in the shares of the Hongkong and Shanghai Bank or in the Land Investment Co. or in some other gilt-edged stock which will give her a monthly income of 200 Taels. And a great many others, similarly situated, will do the same thing. Knowing this, a great many other clever people, who are not necessarily obliged to sell their holdings, take advantage of this knowledge and at once dispose of their shares, well knowing that the market will be flooded with shares, and that therefore the price must come down. When the market, for these reasons, has regulated the true price of the shares, (which is their dividend earning capacity) the clever operator may possibly buy back at their true value (£150) the very same share he sold a few months before at £220.

It is manifestly silly to value shares on the company's assets alone, for the chance is the shares must be cashed long before the assets are realized. The same authority estimates the value of four stocks on the basis of their assets, and gets these startling prices, truly a *reductio ad absurdum*: Banks, £42,13.17; Shanghai Lands, £5,502.10; Shanghai Gas, £3,311.50; and Municipal Debentures, £1,365.02. That is to belittle the argument, however, and though it may betray a shortage in our sense of humour, we will repeat that the only way to find the real value of shares is to reckon the assets, the average dividend, the capacity of the management, the character and habits of the directors, the present state and prospects of the business, the veracity of the enticing broker, to allow for unforeseen contingencies, and then, having done all this, it is better to burn the calculations and go to a lawyer to buy a first mortgage. Even then it is the barest prudence to insist on an excessive margin in the Far East, anyway.

There were nine plague cases yesterday, three fatal. H.M.S. "Kent" capt. G. C. A. Marescaux, is leaving for Mirs Bay to-day, and from there will proceed to the North on Friday, the 8th inst.

At the Marine Court yesterday the Harbour Master imposed a fine of \$10 on a boatwoman for allowing her cargo boat to be alongside the s.s. "Kaifong" in such a manner as to prevent free access.

Four boatwomen and two boatmen were each fined \$2 at the Marine Court yesterday for failing to keep the "yulos" of their boats out of the water whilst lying alongside a ship in the harbour.

One of the unemployed here, a man named Blake, was yesterday sentenced at the Magistrate's Court to fourteen days' imprisonment for being drunk and disorderly at Connaught House and doing damage to the extent of \$3.

After a debate which extended over four sittings, the Swiss National Council has decided, by 82 votes to 53, contrary to the proposals of the Federal Council and the majority of the Committee, to adopt the demand, due to the popular initiative of 168,000 citizens, for the complete prohibition by a Constitutional Act of the sale and manufacture of absinthe upon Swiss territory.

A torpedo-boat destroyer built to the order of the Siam government was launched from the Kawasaki Dockyard, Kobe, on the 27th ult. The destroyer has a displacement of 375 tons and a speed of 27 knots. Her armament consists of one 12pr. q.f. gun, six 6pr. q.f. guns and two maxims. The destroyer has been named "Sae Ta-Yee Chou." The Kawasaki Dock Company is about to deliver two gunboats to the Chinese government. These gunboats are now ready for their maiden voyage to Home waters.

Yesterday morning a Chinaman went into Messrs. Gaupp's shop and purchased a gold watch for \$45, tendering in payment what looked like a fifty dollar bill. He was handed \$5 in change and when he went out it was discovered that the bill was only for ten dollars, and that the figures round the sides had been cleverly altered, the ones in front of the cypher being changed to five, while the words ten dollars remained distinct in the body of the bill. The police were acquainted with the matter and they are endeavouring to trace this man.

An Indian policeman on duty at Tai-po in the New Territory was yesterday fined \$25 or five weeks' imprisonment for assaulting a native and committed to prison for six weeks without the option of a fine for recklessly discharging his revolver. Apparently he was celebrating his return from Hongkong by drinking from a bottle of gin which he had purchased until he became intoxicated. Then he stumbled into a maitre and becoming annoyed at the cook he sat upon him and beat him, ending his performance by firing two shots from his revolver in the air.

Baron Poltimore (Sir Augustus Frederick George Warwick Bamfylde, P.C.), whose death was reported by our London correspondent yesterday, belonged to a family of high antiquity in the county of Devon. The family possessed the lordship of the manor of Poltimore in the reign of Edward I, and from 1628 down to 1753 the county of Devon was often represented in Parliament by members of the family. The late Baron, however, had no political ambitions but had been a member of the Privy Council since 1872 and for two years (1872-4) filled the post of Treasurer of the Household. The late Baron always took great interest in the affairs of the county with which his family has so long been connected. He was a Deputy-Lieutenant of the county and a county alderman. The late Baron, who was seventy-one years of age, leaves three sons.

The celebrations at the Italian Convent of the founding of the Concession Institution of Sisters of Charity by the Venerable Magdalene of Canossa were continued yesterday. Low mass and general communion at 6 a.m. in the Convent Church by the Right Reverend Bishop Pozzoni commenced the day's proceedings, and at 7 o'clock thanksgiving mass was said by the Rev. Father A. Leong, followed by high mass at eight o'clock by the Very Rev. Father P. de Maria with the Pontifical assistance of his Lordship Bishop Pozzoni. At four p.m. there was an exposition of the sacrament, with the "Te Deum" and Benediction at five o'clock. From 8 to 10 the Convent Building was beautifully illuminated, and to-day the children have a holiday. On the 12th inst. there will be high mass by the Rev. Father G. M. Spada for the repose of the souls of all the sisters who died since the foundation of the Institute.

A general meeting of members of the Y.M.C.A. Literary and Debating Society was held on Monday night to receive the annual report of the Committee and for the purpose of electing new officers for the ensuing year. The Secretary's report was received with great applause, as it illustrated the rapid progress and success of the Society since its inception. The membership had been greatly augmented and increased interest taken by the general public who showed their appreciation by their hearty support of the recent concert and their attendance at the socials. The Hon. Treasurer, in presenting his balance sheet, said he was pleased to announce that there was a small credit balance of \$15 which was considered very satisfactory in view of the several socials and ladies' evenings held during the year. After favourable comment on the report, new officers were elected as follows:—President, Mr. S. Kingsbury; Vice President, Capt. Brown and Mr. McPherson; Hon. Secretary, Mr. A. W. Smith; Hon. Treasurer, Mr. Fowler; and Committee—Messrs. Lowry and Fuller.

Sir Robert Hart spent a quiet day on board the "Yorok" yesterday. His Excellency the Governor called on him during the afternoon and the Inspector General received other calls in the course of the day.

Mr. Denman Fuller gave an organ recital in St. John's Cathedral yesterday. This, the last of the season, was well attended, and the programme was much enjoyed. The soloist was Mr. Frank Austin, who rendered "Flourishing hence" and "It is enough" (Bijah). The best organ solos were perhaps the "Prelude" by Bachmann and Grieg's "To the Spring" and the Finales (Pathetic Symphony) by Tchaikowsky.

## SANITARY BOARD.

A special meeting of the Sanitary Board was held yesterday to consider a report by the Colonial Veterinary Surgeon that rinderpest had broken out on the Dairy Farm premises at Kai Lung Wan. The Veterinary Surgeon stated six cows were affected and these had been put in the hospital shed and the contacts inoculated. On the motion of the President, seconded by Mr. Shelton Hooper, the place was declared an infested area.

## TIENTSIN.

(FROM OUR CORRESPONDENT.)

Tientsin, 24th April. Quite unprecedented in point of number and representative character were the scenes both at the Railway Station in Peking and at the City and Settlement Railway Stations in Tientsin on the occasion of the departure of Sir Robert Hart on the 22nd inst.

It was noted with satisfaction that the Inspector-General was looking robust, vigorous, and young. His appearance was much more healthy than it was several months ago when he was very seedy indeed. He looked better than he has done any time these past two years. What he said, and what those in close touch with him said, rather tended to silence those who, pretending to be in the know, have been confidently asserting that Sir Robert will never return to China to take up his duties again.

In Tientsin Settlement Station the biggest crowd on record gathered to say farewell to Sir Robert. Among the many incidents of the short stay the Inspector-General made on the platform was one comical episode. There has recently joined the I.M.C. staff in Tientsin, Mr. Mansfield, son of the British Consul-General in Canton. Mr. Mansfield, who has a very distinct individuality in general prominent respects, came to Tientsin with the reputation of being one of the best amateur photographers in the Customs Service. He was at the Station on Wednesday with a big camera which he repeatedly set in front of the Inspector-General. Sir Robert, however, has a hatred of publicity and of being lionised, and obviously kept moving and turning so as to defeat the attempts of the photographic amateur. Mr. Mansfield persisted so much, to the evident discomfort of Sir Robert, that several individuals in the crowd exclaimed to the young official that it was not permissible to take a photograph of the departing chief. They evidently took Mr. Mansfield for a professional—there was a professional photographer, a Frenchman, pursuing similar tactics. Mr. Mansfield, however, was not to be daunted. He took the bull by the horns, went to Sir Robert, explained who he was, and asked whether he might be permitted to take a photograph. Sir Robert most willingly and graciously assented, and posed at the platform of his private car while Mr. Mansfield took him.

Thereupon the unexpected happened, and it rather non-plussed Mr. Mansfield, triumphant as he was owing to his success with the Inspector-General. It is scarcely an exaggeration to say that hundreds of people on the platform immediately crowded round Mr. Mansfield and asked him to let them have prints of his photograph. To his friends and acquaintances he had to promise that he would, and to many strangers too. So the portrait is likely to be more expensive to Mr. Mansfield than he expected.

Lady Jordan, the popular wife of the British Minister in Peking, who was well and active, and going about (paying a visit to Tientsin) while her husband was away in Hongkong and the South, has to every one's regret been attacked with typhoid fever. She is progressing favourably, though of course the malady has to take its normal course.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Suevia* left Shanghai on the 5th inst. a.m., and may be expected here on the 8th a.m.  
The N.Y.K. str. *Bombay Maru* (European Line) left Moji for this port on the 4th inst., and is expected here on the 9th inst.  
The N.Y.K. str. *Wakamiya Maru* (Bombay Line) left Moji for this port on the 5th inst., and is expected here on the 10th inst.  
The N.Y.K. str. *Kamakura Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 2nd inst., and is expected here on the 11th inst.  
The H.A.L. str. *Scandia* left Singapore on Tuesday, the 5th inst. at 7 a.m., and may be expected here on Monday morning, 11th inst.  
The I.G.M. str. *Kumano Maru* (Australian Line) left Kobe for this port via Moji and Nagasaki on the 5th inst., and is expected here on the 12th inst.  
The new T.K.K. str. *Tenyo Maru* will sail from Yokohama for this port direct on the 16th, and is due to arrive here on the 21st inst.  
The I.G.M. str. *Princess Alice* which left here on Wednesday, the 8th ult. at noon, arrived at Genoa on Monday, the 4th inst. at 2 p.m.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## TELEGRAMS.

AMERICA AND THE "OPEN DOOR."

## SHANGHAI SPRING MEETING.

SHANGHAI, May 5th.

The second day's racing took place in splendid weather. Sport was good, but the course became dusky at the close. The results are:—

The Chu-ka-ka Cup, three quarters of a mile:—

Mr. Ballous' Gemint 155 lbs. (Mr. Schnorr) 1  
Messrs. Cejays and Bagnons' Game Chick 152 lbs. (Mr. Moller) 2  
Mr. John Peel's Kirkwood 152 lbs. (Mr. Johnston) 3

Time 1m. 29.3/5.

The Shanghai Derby, one mile and a half:—

Mr. Hopful's Fumtins 158 lbs. (Mr. Jones) 1  
Mr. Jodmor's Sokol 155 lbs. (Mr. Moller) 2  
Mr. F. B. Marshall's Cedar Tree 153 lbs. (Mr. Vidar) 3

Time 3m. 11.2/5.

The Mongolian Plate, one mile and a quarter:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Buckill) 1  
Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 2  
Captain Hopes' Fan 152 lbs. (Mr. Quisloh) 3

Time 2m. 43.1/5.

The Race Club Cup, two miles:—

Mr. Morris' Heathfield 155 lbs. (Mr. Crichton) 1  
Mr. F. B. Marshall's Myrtle Tree 150 lbs. (Mr. Vidar) 2

Time 4m. 18.1/5. This was a record.

The Grand Stakes, one mile and a quarter:—

Mr. Richmond's Dina Ken 158 lbs. (Mr. Laurence) 1  
Mr. Ballous' Bacephalus 161 lbs. (Mr. Schnorr) 2  
Messrs. Middy and Nevill's Kingscross 158 lbs. (Mr. Moller) 3

Time 2m. 37.1/5.

The Slooaw Cup, one mile and a quarter:—

Mr. Barley's Moriak 155 lbs. (Mr. Vidar) 1  
Mr. Beverly's Brook on 156 lbs. (Mr. Reid) 2  
Mr. Marius' Argants 155 lbs. (Mr. Meyerink) 3

Time 2m. 36.

The Peking Stakes, one mile:—

Messrs. Nephew and Robson's Giesler 152 lbs. (Mr. Buckill) 1  
Mr. Jodmor's Kirghis 155 lbs. (Mr. Moller) 2  
Mr. Fourstar's Cloud 155 lbs. (Mr. Springfield) 3

Time 2m. 06.3/5.

The Shanghai Stakes, one mile and a half:—

Mr. John Peel's Manchu King 161 lbs. (Mr. Johnston) 1  
Mr. N. W. Hickling's Maybury 155 lbs. (Mr. Buckill) 2  
Mr. Ellis Kadoorie's Bohemian Chief 158 lbs. (Mr. Hayes) 3

Time 3m. 17.4/5.

The Spring Cup, one mile:—

Messrs. Hunter and Robson's Ravenshoe 152 lbs. (Mr. Buckill) 1  
Mr. Ring's Amaze 155 lbs. (Mr. Meyerink) 2  
Mr. Fash's Marbles 151 lbs. (Mr. Alderton) 3

Time 2m. 05.2/5.

The Sturdy Stakes, seven furlongs:—

Messrs. Hunter and Robson's Tomraire 158 lbs. (Mr. Buckill) 1  
Mr. Jodmor's Sokol 155 lbs. (Mr. Moller) 2  
Mr. G. D. Cant's Deaf-mute 155 lbs. (Mr. Springfield) 3

Time 1m. 46.3/5. This constitutes a record.

## RUSSIAN AMBASSADOR TO TOKYO.

LONDON, May 3rd.

Senator Malevitch has been appointed Ambassador to Japan.

## THE NORTH GERMAN LLOYDS.

LONDON, May 3rd.

The Budget Committee of the Reichstag has passed the North German Lloyd's additional subsidy by 14 to 13.

## THE ANTI-OPIMUM CRUSADE.

LONDON, May 3rd.

The Chinese Minister attended the annual meeting of the Society for the Suppression of Opium. Sir Mathew Dodsworth who presided, warmly welcomed the Minister and congratulated the Chinese Government on their courageous effort to check the opium habit. A resolution was adopted expressing admiration for the energy with which the Chinese people and the Government seek to suppress it.

## ASSASSINATION OF THE INSPECTOR OF THE BLUE NILE PROVINCE.

LONDON, May 3rd.

It is reported in Cairo that Scott-Moncrieff, (P. Sir Colin Campbell Scott-Moncrieff), Deputy Inspector of the Blue Nile Province, has been assassinated near Messalamia, and that the Governor and a force have started for the scene.

For many years, says the "Vita" of Rome, it has been the custom of the Vatican to issue a medal known as the Pontifical medal to commemorate the most important Church event of the year. This medal is distributed annually on St. Peter's and St. Paul's Day, June 29th, to worthy dignitaries of the Church. It was proposed to make Cardinal Massi, of Pisa, work in the realm of culture the subject of this year's medal, but the proposition was rejected in favour of "the victory of the Church over Modernism." The medal, which will be distributed in June, shows the Pope enthroned, holding an edict inscribed "Pasce Vobis." Before the throne stand two female figures representing Germany and France, and between them are figures typifying Modernism. Out of the heavy clouds which overshadow the figure shafts of lightning strike and destroy it in front of the Pope.

## CORRESPONDENCE.

## SANITARY LAW APPEALS.

(TO THE EDITOR OF THE "DAILY PRESS.")

Hongkong, May 5th.

Sir,—Concerning the question of appeal, about which Mr. Slade has addressed you in a very able letter, I said at the Council meeting last Thursday "the future success or failure of the reorganized department will depend largely upon the broadmindedness of its President who whilst on the one hand will carry out the unalterable determination of government to cleanse this town in the interests of Public Health, will on the other hand initiate changes and reform wherever the Law is found to be inapplicable. And it is to be hoped that when appeals to the Governor in Council are heard the President will be present to plead the cause of common sense."

Amplified in a manner which would have been impossible without exhausting the Council's patience, what I intended these words to convey was that the President should be a man selected for his breadth of view and sympathy with those who suffer by the operation of the Law; that he should make it his special concern not to allow anything to be done which in his opinion was not necessary from a Public Health point of view; that in fact he should protect the property owners and Chinese in much the same way as the Registrar General protects the Chinese in other directions.

The Medical Officer of Health and the Director of Public Works being experts cannot, by reason of an expert's training, be expected to regard questions of detail with an unbiased mind or with that liberal and comprehensive spirit that mark the good administrator such as I hope the new President will be. For this reason therefore neither of them should be heard by the Governor in Council without the President being also heard.

With a President such as I have pictured, the cheapest, quickest, most direct and most effective method of settling differences of opinion would be to submit the case through him to the Governor and I hope this method will be given a fair trial rather than burden appellants with the expense, trouble and delay of making application to the Law Courts; though I fully agree with Mr. Pollock and Mr. Slade that this would be preferable to the present arrangement.

—Yours truly,

EDWARD OSBORNE.

## FATAL RIOTS IN LISBON.

Lisbon, April 6. Serious election riots have taken place in Lisbon and the provinces, due to allegations of fraud made by the Republicans against the Monarchists.

Further disturbances are feared to-morrow, inasmuch as the latest returns to-night indicate that Monarchist deputies are greatly in the majority. Lisbon is practically in a state of siege, and troops occupy the districts where the Republicans are the strongest. Two hundred arrests have been made.

A regiment of infantry was sent to-night to reinforce the guard at the Necessidades Palace. All the streets are patrolled by regiments of infantry and cavalry, while a battery of field artillery has been placed in the Rossio square, the principal square in the capital.

The most serious riot has been that in San Domingo-square, where the church of that name was besieged by infuriated Republicans, after it was occupied by Municipal Guards. At least six persons were killed and more than sixty wounded in the pitched battle which took place in the square.

When the voting was completed in the San Domingo district last night, several Monarchist leaders proposed that the election lists be kept overnight in the church, where the polling took place, as it was too late then to finish the count.

Fearing some such move, the Republicans demanded that the lists be counted immediately. The two factions began quarrelling, and words soon led to blows. Presently a detachment of the Municipal Guard arrived at the double quick, and promptly cleared the church at the point of the bayonet. Several persons were injured by the butt ends of their rifles.

When the Municipal Guards ejected the last of the rioters, and re-entered the square, they were met with a shower of stones from the mob. They fired a volley point blank into the crowd, and a dozen persons dropped to the ground. Two of them were dead.

Then the fury of the rioters exceeded all bounds. They attacked the guards with a veritable hail of stones and other missiles, forcing them to retreat within the church and barricade the doors.

The Municipal Guards continued to fire from the windows, but they were ineffective, and as the mob increased in size, the officer in charge finally placed twenty men on a balcony over the west door, from which position they were able to sweep the square and side streets with volleys.

Still the rioters refused to give way, although their only weapons were stones wrenched from the streets, and a few revolvers. Women and children were sent into the side streets to secure fresh supplies of stones when those in the square itself were exhausted.

Thus the battle continued for nearly three hours. Finally the authorities, realising that the Municipal Guards were helpless, and fearing that the Republicans would fulfil their threat of blowing up the church and massacring the occupants, ordered troops into the district.

Three regiments of infantry, a regiment of cavalry, and a battery of quick-firing guns were sent to occupy the principal streets in the vicinity of the church. When the maddened Municipal Guards saw the troops approaching they mistook them for armed rioters and fired several volleys, seriously wounding three soldiers.

When the rioters were finally driven away the guards left the church and returned to their barracks under heavy escort. It is reported that when Queen Amelia was informed of the rioting she burst into tears and clasped the young King in her arms, declaring that the tragedy recalled her own great sorrow. King Manuel has instructed the authorities to exercise great tact and restraint in dealing with the Republicans, and to avoid bloodshed as far as possible. The boy King was created an excellent impression in his declaration that he will receive all who desire and audience on public matters in order to come into closer contact with his subjects.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the cash or order for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAMES, Codes: A.B.C., 6th Ed. Lieber's.

P.O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## WANTED.

YOUNG MAN, about 15 Years of Age, for Office. Please apply in own handwriting to—

"EXPORT" Office of "Daily Press" Office.

Hongkong, 6th May, 1908. 808

## HAPPY VALLEY.

IT IS HEREBY NOTIFIED that, as Works for the Improvement of the Drainage of the Valley are about to be begun, the areas designated C, D, E, and F, which have been allotted for various sports, will be CLOSED on and after the 13th instant and until further notice.

W. CHATHAM,  
Director of Public Works.  
Hongkong, 6th May, 1908. 509

## IMPERIAL GERMAN MAIL LINE.

Norddeutscher Lloyd, Bremen.  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE I.G.M. Steamship

"BUELOW,"  
Captain H. Forster, will leave for the above place TO-DAY, the 6th inst., at 3.30 p.m.  
For further particulars, apply to—  
Norddeutscher Lloyd,  
MELCHERS & CO.,  
Agents.  
Hongkong, 6th May, 1908. 5

## "DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
R.S. "BENARTY,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by—  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th May, 1908. 807

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE PRESTON PATTON MILLING COMPANY of Wallburg, Washington, U.S.A. have on the 24th day of October, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

- (1) A wreath consisting of Poppies, Poppy Heads and Leaves and having the word "POPPY" printed across the centre of the wreath.
- (2) Two circular lines one within the other. Entirely within the outer circle but crossing two sides of the inner circle is the representation of a White Diamond and the words "WHITE DIAMOND" are written, and a bow appears, between the two circles.

in the name of THE PRESTON PATTON MILLING COMPANY, who claim to be the Proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following Goods: FLOUR in CILS & 42.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong, 27th day of February, 1908.

DEACON, LOOKER & DEACON,  
Solicitors for Applicants.

## FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—  
B. R.,  
Care of "Daily Press" Office.  
Hongkong, 13th November, 1907. 644

## CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF A DROVING INTEREST.

By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwo-in, is dedicated to Sir Rosslyn Hume, G.C.M.G. and Dr. A. R. Hume.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

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## NOTICES OF FIRMS

## NOTICE.

I have Authorized Mr. HERBERT SUTTON to Sign my Firm by Procuration from This Date.

T. E. GRIFFITH,  
Canton, 2nd May, 1908. 797

## HONGKONG CLUB.

## NOTICE.

DURING the Absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been Appointed Acting Secretary.

H. P. WHITE,  
Chairman.  
Hongkong, 1st April, 1908. 778

## INTIMATIONS

## WANTED TO BUY.

BOUND Volumes of "HONGKONG WEEKLY PRESS," JANUARY to JUNE, 1901, JULY to DECEMBER, 1903, JANUARY to JUNE and JULY to DECEMBER, 1904. Offers to—  
"MANAGER,"  
"Daily Press" Office.  
Hongkong, 5th May, 1908. 806

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,  
JAMES CRAIK,  
Acting Secretary.  
Hongkong, 30th April, 1908. 780

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.25 p.m., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,  
JAMES CRAIK,  
Acting Secretary.  
Hongkong, 30th April, 1908. 781

## CHINESE ENGINEERING &amp; MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 28th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is Payable on 1st MAY at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 1st May, 1908. 787

## LADIES, PLEASE NOTE!

## REMOVAL SALE.

EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. For CASH ONLY.

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Please call and see for yourself.

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Hongkong, 1st May, 1908. 651

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Hongkong Hotel Corridor,  
Hongkong, 1st January, 1908. 645

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## SIEN TING.

SURGEON DENTIST,  
No. 10, DAGUILLAR STREET

TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 675

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 477

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OFFICES in HOTEL MANSIONS.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 1st May, 1908. 785

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4 and 5-ROOMED HOUSES in Kowloon.  
COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession Moderate rentals.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LD.  
Hongkong, 2nd April, 1908. 640

## TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.  
No. 3, CANTON VILLAS.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 1st May, 1908. 85

## TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.  
One ROOM with Verandah and Small Room on the Second-floor of No. 8, Des Vaux Road Central, above our Office. Suitable for business premises or dwellings.  
First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRASER, BORNEMANN.  
Apply to—  
DAVID SASSOON & Co. Ltd.  
Hongkong, 7th April, 1908. 96

## TO LET.

12 ARBUTHNOT ROAD—8 Rooms.  
20, WYNDHAM STREET—4 Rooms.  
Apply to, E. A. & C. E. DE CARVALHO,  
14, Arbuthnot Road.  
Hongkong, 25th April, 1908. 762

## TO LET.

IMMEDIATE POSSESSION.  
GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.  
Apply—  
CHATER & MODY.  
Hongkong, 24th March, 1908. 602

## TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point.  
Apply to—  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 23rd March, 1908. 93

## TO LET.

NO. 27, 31 and 33, SEYMOUR ROAD.  
No. 61, CAINE ROAD.  
Apply to—  
SAM WANG CO. LTD.,  
31, Queen's Road Central.  
Hongkong, 22nd April, 1908. 690

## TO LET.

OFFICES in ALEXANDRA BUILDINGS.  
Apply—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 23rd April, 1907. 691

## TO LET.

EITHER Side of the DOUGLAS WHARF.  
Terms on Application to—  
DOUGLAS LAFAIR & CO.,  
General Managers  
DOUGLAS STEAMSHIP CO. LD.  
Hongkong, 31st March, 1908. 637

## TO LET.

NO. 2, MACDONNELL ROAD.  
Apply to—  
COMPTON'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 188

## TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.  
Apply to—  
YEE SANG FAT & CO.  
Same address.  
Hongkong, 28th January, 1907. 270

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.  
No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental.  
OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.  
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor).  
OFFICES in Queen's Road Central.  
BELLILIOS TERRACE HOUSES, Robinson Road.  
No. 3, DUDDELL STREET Shop.  
No. 2, DES VEAUX VILLAS (PARK).  
No. 57, PRATA GRANDE, Macao.  
Apply to—  
Linstead & Davis,  
3rd Floor, Alexandra Buildings,  
Hongkong, 5th May, 1908. 89

## TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.  
Apply to—  
TAM TSZ KONG,  
Care of Hip On Tsang, Exchange and Loan Co., Ltd., 42, BAKER STREET, West.  
Hongkong, 1st October, 1907. 94

## TO LET

## FURNISHED HOUSE TO LET.

5 ROOMS, Hongkong West, \$120 per month including all taxes.  
Apply to—  
"G. E. 100,"  
Care of "Daily Press" Office.  
Hongkong, 5th May, 1908. 789

## TO LET.

NO. 2, CHANCERY LANE, Six-Roomed House. Electric Lights. Pat in thorough repair. With immediate possession.  
Apply to—  
PERCY SMITH & SETH,  
Accountants & Auditors, &c.,  
5, Queen's Road Central.  
Hongkong, 1st May, 1908. 786

## TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. HOUSES in Wong Nei Chong Road. No. 10, DES VEAUX ROAD CENTRAL, 1st floor.  
"HATHERLEIGH," Conduit Road. OFFICES in YONG BUILDING.  
GODOWNS in FRAY EAST, BLUE BUILDINGS and No. 168, Des Vaux Road next to the HONGKONG HOTEL.  
FLATS in MORETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st May, 1908. 86

## TO LET.

FROM 1st MAY.  
KOWLOON MARINE LOT 48, Yau-mah, Area 35,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Hongkong, 18th January, 1908. 221

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.  
G. K. HAXTON, Manager.  
Hongkong 1st April, 1908. 48

## STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.  
Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 32 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.  
For Particulars, apply—  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1908. 184

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.  
At ABC 5th Ed., Western Union Codes used All Letters to be Addressed to—  
MANAGER, MITSU BISHI CO.

BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KARATSU SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GHEAR & Co.  
MANILA: Messrs. MACDONALD & Co.  
SOLE PROPRIETORS of Takashima, Ochi, Namasuta, Shinaw, and Hojo Collieries and  
Sole Agents for MIYAO and KISHIDAKE COALS.  
T. MATSUKI, Manager, Hongkong, 114  
No. 2, Pedder Street. 761

## INSURANCES

AAOEN and MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. 114

NORTH BRITISH and MERCANTILE FIRE INSURANCE COMPANY.  
TOTAL FUNDS at 31st DECEMBER, 1905 £17,387,119.

AUTHORIZED CAPITAL, £5,000,000  
SUBSCRIBED CAPITAL, 2,750,000  
PAID-UP CAPITAL, 687,500  
FUND FUNDS, 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 27th April, 1907. 1146

## THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 13th August 1904. 23

## BANKS

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000  
SUBSCRIBED CAPITAL ... 1,125,000  
PAID-UP ... 562,500  
RESERVE FUND ... 210,000

## BANKERS:

LONDON JOINT STOCK BANK, LIMITED.  
INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.  
On Fixed Deposits:  
For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 2 1/2 per cent.  
EVAN ORMISTON, Manager.  
Hongkong, 23rd April, 1908. 23

## THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP, Yen 24,000,000  
RESERVE FUNDS, " 15,120,000

## HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:  
Tokyo, Kobe, Osaka, Nagasaki, London, Lyons, San Francisco, Hankow, Shanghai, Tientsin, Peking, Port Arthur, Manchuria, Lianyung, Chang Chun.

## HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balances.  
On fixed deposits for 12 months 5% per annum  
" " " 6 " 4 1/2 " " " " " 3 " 3 1/2 " " " " " 2 " 2 1/2 " " " " " 1 " 1 1/2 " " " " " 1/2 " 1 1/4 " " " " " 1/4 " 1 1/8 " " " " " 1/8 " 1 1/16 " " " " " 1/16 " 1 1/32 " " " " " 1/32 " 1 1/64 " " " " " 1/64 " 1 1/128 " " " " " 1/128 " 1 1/256 " " " " " 1/256 " 1 1/512 " " " " " 1/512 " 1 1/1024 " " " " " 1/1024 " 1 1/2048 " " " " " 1/2048 " 1 1/4096 " " " " " 1/4096 " 1 1/8192 " " " " " 1/8192 " 1 1/16384 " " " " " 1/16384 " 1 1/32768 " " " " " 1/32768 " 1 1/65536 " " " " " 1/65536 " 1 1/131072 " " " " " 1/131072 " 1 1/262144 " " " " " 1/262144 " 1 1/524288 " " " " " 1/524288 " 1 1/1048576 " " " " " 1/1048576 " 1 1/2097152 " " " " " 1/2097152 " 1 1/4194304 " " " " " 1/4194304 " 1 1/8388608 " " " " " 1/8388608 " 1 1/16777216 " " " " " 1/16777216 " 1 1/33554432 " " " " " 1/33554432 " 1 1/67108864 " " " " " 1/67108864 " 1 1/134217728 " " " " " 1/134217728 " 1 1/268435456 " " " " " 1/268435456 " 1 1/536870912 " " " " " 1/536870912 " 1 1/1073741824 " " " " " 1/1073741824 " 1 1/2147483648 " " " " " 1/2147483648 " 1 1/4294967296 " " " " " 1/4294967296 " 1 1/8589934592 " " " " " 1/8589934592 " 1 1/17179869184 " " " " " 1/17179869184 " 1 1/34359738368 " " " " " 1/34359738368 " 1 1/68719476736 " " " " " 1/68719476736 " 1 1/137438953472 " " " " " 1/137438953472 " 1 1/274877906944 " " " " " 1/274877906944 " 1 1/549755813888 " " " " " 1/549755813888 " 1 1/1099511627776 " " " " " 1/1099511627776 " 1 1/2199023255552 " " " " " 1/2199023255552 " 1 1/4398046511104 " " " " " 1/4398046511104 " 1 1/8796093022208 " " " " " 1/8796093022208 " 1 1/17592186044416 " " " " " 1/17592186044416 " 1 1/35184372088832 " " " " " 1/35184372088832 " 1 1/70368744177664 " " " " " 1/70368744177664 " 1 1/140737488355328 " " " " " 1/140737488355328 " 1 1/281474976710656 " " " " " 1/281474976710656 " 1 1/562949953421312 " " " " " 1/562949953421312 " 1 1/1125899906842624 " " " " " 1/1125899906842624 " 1 1/2251799813685248 " " " " " 1/2251799813685248 " 1 1/4503599627370496 " " " " " 1/4503599627370496 " 1 1/9007199254740992 " " " " " 1/9007199254740992 " 1 1/18014398509481984 " " " " " 1/18014398509481984 " 1 1/36028797018963968 " " " " " 1/36028797018963968 " 1 1/72057594037927936 " " " " " 1/72057594037927936 " 1 1/144115188075855872 " " " " " 1/144115188075855872 " 1 1/288230376151711744 " " " " " 1/288230376151711744 " 1 1/576460752303423488 " " " " " 1/576460752303423488 " 1 1/1152921504606846976 " " " " " 1/1152921504606846976 " 1 1/2305843009213693952 " " " " " 1/2305843009213693952 " 1 1/4611686018427387904 " " " " " 1/4611686018427387904 " 1 1/9223372036854775808 " " " " " 1/9



## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co's Steamer.

FROM BOMBAY, COLOMBO AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. Victoria.  
From Persian Gulf ex B. I. S. N. and B. P. S. N. Co's Steamers.  
Optional goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,  
Acting Superintendent,  
Hongkong, 29th April, 1908.

AMERICAN &amp; MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KALOMO,"  
Captain Linklater, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

Owing to the steamer having encountered heavy weather, Consignees are notified that a General Average Bond must be signed before Bills of Lading can be countersigned.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th May, at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 1st May, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th May, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 4th May, 1908.

**MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks...	714 "
Width of Entrance on Top...	964 "
Width of Entrance on Bottom...	834 "
Water on Blocks at Spring Tide...	344 "

Extreme Length...	523 feet.
Length on Blocks...	513 "
Width of Entrance on Top...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide...	64 "

DOCK No. 2.  
Extreme Length... 371 feet.  
Length on Blocks... 364 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000 TONS.  
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES - to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.  
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

**KEATING'S POWDER**  
KILLS BUGS, FLEAS, MOTHS, BEETLES.  
TINS & BOTTLES ONLY.

**to Ladies**  
all the most beautiful women use  
**CREME SIMON**

MISS ADRIANA PATTI writes:

"I have found it very good indeed."

SAVON + POUDE SIMON

A la Crème Simon PARFUMS

J. SIMON, Parfumeurs, Paris.

Chemiste, Hairdressers, Perfumers and Store.

843

THORNE'S OLD VAT

PER CASE

15

9

THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCH AND HAS BEEN SOLD AS HIS SINCE 1931

SCOTCH WHISKY.

SOLE AGENTS IN 791

HONG KONG, CHINA &amp; MANILLA.

A. S. WATSON &amp; CO. LTD.

As Supplied to the House of Commons.

GRIMAULT &amp; Co

Medicinal Skin Soap

RECOMMENDED BY EMINENT DERMATOLOGISTS AND ADOPTED IN THE PARIS HOSPITALS IN THE TREATMENT OF Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8

Paris

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THERAPION No. 21

THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

THERAPION No. 26

THERAPION No. 27

THERAPION No. 28

THERAPION No. 29

THERAPION No. 30

THERAPION No. 31

THERAPION No. 32

THERAPION No. 33

THERAPION No. 34

THERAPION No. 35

## NEW VAGABONDS CLUB.

His Excellency the Chinese Minister was the guest of the evening at a dinner given at the Criterion Restaurant by the members of the New Vagabonds Club. Mr. Justice Darling was in the chair, and the company included Lady Darling, Mr. Ivan Chen (First Secretary, Chinese Legation), the Countess Selkirk, Lady Raine, Mr. W. J. Loder, the Hon. H. E. Manners-Sutton, Mr. Lardet, Lady Findlay, Colonel Sir John and Lady Young, Mr. and Mrs. Yeand King, and Mr. and Mrs. E. Phillips Oppenheim.

In proposing the toast of the principal guest, Mr. Justice Darling said his Excellency told him that in most respects China greatly resembled England. He gathered that the only difference was that there were no dogs in China, but that, like England, there were far too many English—(laughter). A considerable number of missionaries (laughed). As the use of opium was about to be prohibited, it was probable that the English in China would greatly increase. (Laughter). They know China chiefly for its learning. It was learned before England rose from out the anore main—if ever she did. (Laughter). It was possible to get to China in somewhere about three weeks. Many people spent three weeks in much less desirable places, and it was part of his (his chair's) business to see that they did so. (Laughter).

The Chinese Minister, in returning thanks, said he had told the aims of their club were to introduce rising authors to the world. At one time he had been informed, the calling of an author was not held in much repute in England, and in the old day authors were too fond of the cup. (Laughter). All that had changed. Authors were now prominent in the social world and in the world of letters. In China they had a great respect for authors, no matter what they were. Authors were a force by which the thoughts of the people were moulded and the history of a nation was made glorious. At last year's dinner Lord Curzon was the guest of the evening, and preached to the club the doctrine of Imperial vagabondage—that was a vagabondage that drew all parts of the Empire together, and made it one great coherent whole. (Cheers). He (the speaker) suggested that they should extend that vagabondage still further, and try to draw all the nations of the world together, and to make them one family. When that time came there would be nothing in the world but universal peace, and with peace literature and the arts could be fully developed. (Cheers).

## RAILWAYS IN THE FAR EAST.

The Japanese correspondent of a London paper says:—  
The Russo-Chinese dispute concerning the Chinese Eastern Railway has brought prominently before the public the importance of Far Eastern Asia in an unusual degree, for there is political and strategic importance to be attached to practical consideration of them. For the moment the conditions that prevail with respect to the section of line of railway between Kwangchow-shan and the Siberian frontier are such as to attract the maximum of attention, and there are other influences at work in abundance to warrant a full share of consideration being devoted to this topic. It is, of course, due to the main to the fact that by the Portsmouth Treaty Russia has no right to use this Chinese Eastern Railway for the transport of troops or war material to Vladivostok that the project has been brought before the Duma of extending the existing Trans-Siberian Railway from Nerchinsk to Khabarovka, some 1,530 miles at an estimated cost of £22,000,000. At Khabarovka it will meet the existing line along the Ussuri to Vladivostok. It may be noted parenthetically that this extension, if begun immediately, will take until 1912 to complete. To all intents and purposes, moreover, this very expensive prolongation of the Siberian line to Khabarovka would be in the nature of a strategic line, pure and simple, for it would reverse an unproductive and almost uninhabited stretch of country throughout. It would be constructed, of course, on the north side of the Amur River on Russian territory, and the object would be to prevent Russia's communications with the coast of the Maritime Province being interfered with in the untoward event of another Far Eastern war breaking out. There is little doubt, however, that the scheme will eventually be carried out, and when completed on this plan the line of railway will in reality be taking the route which it was originally proposed that they should take, before the modification of the scheme took shape by which a short cut was made across Manchuria direct to Vladivostok.

The section of the Eastern Chinese Railway in Northern Manchuria that was constructed under purely Russian management, and which a China would like to have under her own control, is 1,077 miles in length; while the section to the south of it, namely, from Kwangchow-shan to Port Arthur, measures 441 miles in length, and is now termed the South Manchurian Railway. A junction with this line will be made at Mukden by the railway—as soon as it has been converted from a military line of narrow gauge to one of standard gauge—which connects with Antung, a city on the Yalu at the Korean boundary; and that railway will ultimately join the Trans-Korean railway service to Tsuan, on the Japan Sea. Thus travellers will find their way direct to Japan, after crossing at the famous Straits of Tsushima by ferryboat, where the passage will be one of a few hours' duration only. From Mukden to Antung the distance is 184 miles, and the works undertaken to place the section in good working order are making rapid progress. There are already making rapid progress (40 miles) and branches to the Fushun Collieries (40 miles) and to Tashihua to Yingkou (70 miles of line). Altogether there are 705 miles of line in the South Manchurian Railway and branches which have been or are being constructed under purely Japanese management.

The "Outside the Great Wall" Railway from Shantung to Shantung and Mukden and to Yingkou (Newchwang) is under the control and management of the Chinese, but the capital—11,500,000 taels—was obtained from this country on loan and the chief engineers and accountants are Englishmen. South of the Great Wall at Shantung there are 173 miles of railway joining it with Tientsin, constructed under similar arrangements to those which apply to the "Outside the Wall" Railway, and the same may be said of the short line joining Peking with Tientsin (14 miles) and of that connecting Peking with Tientsin, a distance of 37 miles.

The trunk line from Peking to Hankow, on the Yangtze, is 754 miles long, and was constructed partly by a Belgian syndicate's money (27,000,000 taels) and partly by Chinese government money (18,000,000 taels). The Belgian syndicate stands the Russo-Chinese Bank, and the entire line is really held by the bondholders under a contract to the effect that should the syndicate and bank fail to fulfil the contract the bondholders shall be at liberty after a certain date in 1909, to find means of retaining for themselves the control of the railway. There is a short branch of this line, 29 miles long, which belongs entirely to the Chinese.

The railway in the Province of Shantung from Tientsin to Tsinan, 343 miles long, was constructed for the sum of 54,000,000 taels lent by Germany and 100,000 taels paid by China. It is entirely under German control.

British capital is represented in China by the lines from Shanghai to Woosung, 14 miles, and from Shanghai to Soochow and Changshu, 100 miles, both of which are under the control of the British and Chinese Corporation, and an extension of the Changshu line to Nanking, another hundred and thirty miles, has just been completed.

There is a railway 25 miles in length from Swatow to Chaoshan, which has been built with Chinese capital, but the management is vested in a Japanese firm. In the extreme south of China there is a railway connecting French territory in Peking with the city of Lungchow, in Kwangsi Province, 50 miles long, which has been built, and is being worked, under the joint management of the French and the Chinese. Finally there is a colliery railway from Pinghsiang to Hsiangtang, 35 miles long, which is under purely Chinese management.

## COCKSURE "SCIENTISTS."

Dr. Percival Lowell, the American scientist, has discovered how life will finally perish as far as our planet is concerned.

Long study of the planet Mars through the giant telescopes of the Lowell Observatory at Flagstaff, Arizona, has inspired in Dr. Lowell's mind a vivid picture of the last great struggle to live which will one day take place on the earth. All nature will be swallowed up by the ever-spreading desert, he says in the April "Century Magazine." There will be, for a time spread a cooling shadow as it flits around. Then it will disappear.

Mars, unsheltered from the fierce rays of the sun, scorched by the burning sand, will become in his struggle to extract a bare, substance from the parched earth, a big living brain and nothing more.

"Turning to Mars," says Dr. Lowell, "we find what is but in its infancy in the earth there is full control."

"Eighty of it all is now an arid waste, unrelieved from sterility by surface moisture or covering. Bare itself, it is pitifully held up to a barren sun, unprotected by any shield or cloud."

"To this condition the earth must come. With steady if stealthily stride, Sahara, as we have seen, are even now passing themselves off as the surface. The end is doubtless yet far off, but it is as fatidically sure as that to-morrow's sun will rise."

Mars' surface is now all land. Its forms of life must have reached that point of pinching poverty where brain is needed to survive at all.

"There," he concludes, "the thirst of the desert, comes to us as we realize the situation, paroling our throat as we think of a thirst impossible of quenching except in the far-off and by nature unattainable polar snows."

That disposes of Dr. Lowell as a pukka scientist. There is very little of the "falsely sure" in science, and certainly nothing that is based on the hypothesis relating to the supposed canals of Mars.

"There is not the slightest fear of water-extinction, for say, 50,000,000 years," says the Rev. Dr. Dallinger, F.R.S.

"I have the greatest admiration for Professor Lowell," he said. "He is one of the most accurate of observers and his photographs of Mars are invaluable. But while I may agree with his facts I do not necessarily agree with his conclusions."

"Mars and the moon are greatly dissimilar, and it would be quite as justifiable to assert that the earth would one day be as the moon as to liken its ultimate condition to that of Mars."

"All water has left the surface of the moon, and has sunk into the crevices. Now, even if that happened here, it might be possible to get at the water by mining—just as we now obtain coal."

Professor Lowell's theory of Mars is, briefly, that there are two snow caps; that at one season the snow is melted at one cap and travels through a canal, and that this at another time is repeated at the other snow cap, when the water flows down in an opposite direction.

"If this be so, it may be that Mars' inhabitants—if there are such—have developed very capable engineering brains."

"But one cannot draw an analogy between the earth and Mars. It is true that the earth is cooling, but into what condition it will ultimately fall we cannot say."

## Apollinaris

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## SHIPPING.

**ARRIVALS.**  
AMIGO, German str., 822, Fransen, 5th May  
Haiphong May 2nd, and Kohow 4th  
General—Jensen & Co.  
ASIA, British str., 2,936, Harry Gunkroger, 5th  
May—San Francisco via Japan Ports and  
Shanghai 2nd May, Mails and General—  
O. & S. N. Co.  
BENADY, British str., 2,305, Sarchet, 5th May  
Singapore 29th April, General—Gibb,  
Livingston & Co.  
BURLON, German str., 5,224, H. Formes, 5th  
May—Hamburg 28th March, Singapore  
May—Mails and General—Melchers & Co.  
1st May, Mails and General—O. & S. N. Co.  
CANDIA, British str., 3,500, O. Jones, R.N.A., 5th  
May—London and Singapore 30th April,  
May—London and Singapore 30th April,  
General—P. & O. S. N. Co.  
CHOWAT, German str., 1,115, W. Mollermann,  
5th May—Bangkok 24th April, via Swatow  
4th May, Rice—Butterfield & Swire.  
KALGAN, British str., 5th May—Canton.  
NORR, British str., 4,194, Phillips, 5th May—  
Yokohama & Shanghai 2nd May, General  
—P. & O. S. N. Co.  
SILESTIA, German str., 3,198, J. Dahl, 2nd May  
—Shanghai 2nd May, General—Hamburg-  
Amerika Linie.  
SOMRU, Japanese str., 1,119, T. Suruga,  
5th May—Shanghai via Foochow, Amoy  
and Swatow 4th May, General—Osaka  
Shosen Kaisha.  
SPER, Norwegian str., 870, Horn, 4th May—  
Osaka 28th April, Beans—Wallace & Co.  
YORCK, German str., 5,133, J. Randermann,  
4th May—Yokohama 25th April, & Shang-  
hai 2nd May, General—Melchers & Co.

**DEPARTURES.**  
5th May.  
JANARY, British str., for Nagasaki.  
Jacob, Diederichsen, German str., for Pakhoi.  
Nore, British str., for Singapore.  
Sesta, German str., for Newchwang.  
Tear, British str., for Manila.  
Yorck, German str., for Europe, &c.  
5th May.  
EASTERN, British str., for Moji.  
HATWAY, British str., for Coast Ports.  
HEIM, Norwegian str., for Bangkok.  
HOKOSAN, M. str., Japanese str., for Saigou.  
INDIAN, Danish str., for Saigon.  
MATTHEIS, German str., for Hongkong.  
MOYORI, Japanese str., for Shanghai.  
NAGASAKI, Norwegian str., for Hongkong.  
S. VAN LANGKAT, Dutch str., for Palembang.  
TIDYBES, British str., for Singapore.  
TUNGSHING, British str., for Swatow.  
YINGCHOW, British str., for Amoy.

**SHIPPING REPORTS.**  
The German str. Burlon reports: Always  
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**VESSLS ON THE BERTH.**  
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Hongkong 6th May, 1908. 702.

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"OCEANA."  
Captain W. Hayward, R.N.B. carrying His  
Majesty's Mail, will be despatched from  
this for Bombay &c. on SATUR-  
DAY, the 16th May at Noon, taking  
passengers and cargo for the above port  
in connection with the Company's s.s.  
"INDIA" 8,000 tons, from Colombo, pas-  
sengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Vanillas (under arrangement will be  
transhipped at Colombo into the mail steamer  
proceeding to Marseilles and London, other  
cargo for London, &c. will be conveyed  
from Bombay by the R.M.S. "PERFECTA" due  
in London on 28th June, 1908.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
T. J. ABBOTT,  
Acting Superintendent.  
Hongkong 2nd May, 1908. 1.

**EASTERN AND AUSTRALIAN STEAM**  
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THE Steamship  
"EASTERN."  
Captain McArthur, will be despatched as  
above on THURSDAY, 28th inst., at Noon.  
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for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
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A Stewardess and a duly qualified Surgeon  
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N.B.—To ensure the additional comfort of  
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electric fans fitted in staterooms.  
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GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th May, 1908. 803.

**CHINA COMMERCIAL S.S. CO., LTD.**  
NOTICE.  
For SALINA CRUZ, MEXICO.  
THE Steamship  
"MARIE."  
Captain G. E. Christiansen, will be despatched  
for the above Ports via MOJI, JAPAN, on  
THURSDAY, the 11th June, at 5 P.M.  
For Freight or Passage, apply to  
CHINA COMMERCIAL S.S. Co., Ltd.,  
Hotel Mansions,  
Hongkong, 5th May, 1908. 804.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	NORM	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 6th inst.
LONDON & ANTWERP VIA MANILA, &c.	BOMBAY MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 11th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.B.	SHEWAN TOMES & CO.	About 15th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	COBANA	Brit. str.	—	Mayer	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	LYDIA	Brit. str.	—	Bahle	HAMBURG-AMERIKA LINIE	About 10th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	SILHIA	Brit. str.	—	Bokhorst	HAMBURG-AMERIKA LINIE	On 24th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	BRUNDA	Brit. str.	—	Grisenbrun	HAMBURG-AMERIKA LINIE	On 5th June.
LONDON & ANTWERP VIA SINGAPORE &c.	SCANDIA	Brit. str.	—	v. Döhren	HAMBURG-AMERIKA LINIE	On 15th June.
LONDON & ANTWERP VIA SINGAPORE &c.	SURVIA	Brit. str.	—	Salmer	HAMBURG-AMERIKA LINIE	About 5th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	AUSALLEN	Brit. str.	—	Veron	MESSENGER MARITIMES	On 12th inst., at 1 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	E. Fraser	NIPPON YUSEN KAISHA	On 19th inst., at D'Light
LONDON & ANTWERP VIA SINGAPORE &c.	HITACHI MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 27th inst., at D'Light
LONDON & ANTWERP VIA SINGAPORE &c.	CANTON	Jap. str.	—	J. Randermann	MELCHERS & CO.	Beginning of June.
LONDON & ANTWERP VIA SINGAPORE &c.	YORCK	Jap. str.	—	A. Petrie	SANDER, WIELER & CO.	About 25th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	CHINA	Jap. str.	—	—	MELCHERS & CO.	About end of June.
LONDON & ANTWERP VIA SINGAPORE &c.	VORONEJ	Rus. str.	—	—	SHEWAN, TOMES & CO.	About 31st inst.
LONDON & ANTWERP VIA SINGAPORE &c.	LOWTHRE CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	BAISUMA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	CHANGHANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	TANGO MARU	Jap. str.	—	E. Swain	DODWELL & CO., LTD.	On 28th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	KUMERIC	Am. str.	—	Cowley	NIPPON YUSEN KAISHA	On 12th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at 5 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	CLAN MACMILLAN	Brit. str.	—	G. C. Christiansen	SHEWAN, TOMES & CO.	On 11th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	MARIE	Brit. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 21st inst., at 5 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	PRINZ SIGISMUND	Jap. str.	—	D. Lenz	MELCHERS & CO.	On 28th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	EASTERN	Jap. str.	—	McArthur	NIPPON YUSEN KAISHA	On 12th June, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	YAWATA MARU	Jap. str.	—	K. Homma	JARDINE, MATHESON & CO., LD.	To-morrow, at Daylight
LONDON & ANTWERP VIA SINGAPORE &c.	AKABA	Brit. str.	—	O. Jones, R.N.B.	P. & O. S. N. Co.	About 7th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	CANADA	Brit. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	THINAN	Brit. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 3th inst., at D'Light
LONDON & ANTWERP VIA SINGAPORE &c.	HAKATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	About 24th June.
LONDON & ANTWERP VIA SINGAPORE &c.	CHUBA	Rus. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE &c.	TIJIKINI	Dut. str.	—	Dowson	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	KWEIYANG	Brit. str.	—	F. Mooney	J. MILLET	On 4th June.
LONDON & ANTWERP VIA SINGAPORE &c.	AMIRAL MAGON	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 11th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	CHUPHONG	Brit. str.	—	Sandback	HAMBURG-AMERIKA LINIE	To-morrow at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	ITHAKA	Brit. str.	—	H. Formes	JARDINE, MATHESON & CO., LD.	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	CHOYHANG	Brit. str.	—	A. E. Sandbach	MELCHERS & CO.	To-day, at 3.30 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	RUELOU	Brit. str.	—	G. W. Babot	JARDINE, MATHESON & CO., LD.	On 9th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	HANGSANG	Brit. str.	—	v. Döhren	P. & O. S. N. Co.	About 9th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	CEYLON	Brit. str.	—	G. W. Babot	HAMBURG-AMERIKA LINIE	On 10th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	SCANDIA	Brit. str.	—	v. Döhren	MESSENGER MARITIMES	About 11th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	BERNARD SIMONS	Brit. str.	—	Girard	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	SHOSU MARU	Jap. str.	—	M. Nemoto	HAMBURG-AMERIKA LINIE	On 14th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	ANDALUSIA	Jap. str.	—	T. D. Andrews, R.N.B.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	DELHI	Brit. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 15th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	YOSHIO MARU	Jap. str.	—	—	JARDINE, MATHESON & CO., LD.	On 27th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	POOKANG	Brit. str.	—	—	MELCHERS & CO.	End of May.
LONDON & ANTWERP VIA SINGAPORE &c.	SIAM	Dut. str.	—	P. J. van Emmerik	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE &c.	TIJIKINI	Dut. str.	—	J. Davies	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	FOOCHOW	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	SHOSU MARU	Dut. str.	—	de Brouwer	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE &c.	TIJIKINI	Dut. str.	—	W. O. Jones	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	YUNWAN	Brit. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 10th inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	DAIIN MARU	Jap. str.	—	Pennmore	BUTTERFIELD & SWIRE	On 8th inst., at 10 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	HAIMON	Brit. str.	—	Jameson	BUTTERFIELD & SWIRE	On 12th inst., at 9 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	SINGAN	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	To-day, at 8 A.M.
LONDON & ANTWERP VIA SINGAPORE &c.	TEAN	Brit. str.	—	R. Almond	JARDINE, MATHESON & CO., LD.	On 8th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	LOONGSANG	Brit. str.	—	T. Mayrick	SHEWAN, TOMES & CO.	On 15th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	RUELOU	Brit. str.	—	Rodger	JARDINE, MATHESON & CO., LD.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	YUENSANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	ZAFIRO	Brit. str.	—	R. Houghton	JARDINE, MATHESON & CO., LD.	On 9th inst., at 4 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	KAIPOK	Brit. str.	—	F. Semblil	MELCHERS & CO.	Middle of May.
LONDON & ANTWERP VIA SINGAPORE &c.	MAVSANG	Brit. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 12th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	BOBRO	Jap. str.	—	Padone	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	WAKAMIA MARU	Jap. str.	—	J. Robinson	JARDINE, MATHESON & CO., LD.	To-morrow, at 8 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	CAPI	Ital. str.	—	E. J. Bull	NIPPON YUSEN KAISHA	On 9th inst., at 3 P.M.
LONDON & ANTWERP VIA SINGAPORE &c.	SHANTUNG	Brit. str.	—	Fand	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP VIA SINGAPORE &c.	KUMSANG	Brit. str.	—	—	—	—
LONDON & ANTWERP VIA SINGAPORE &c.	TIJIKINI	Dut. str.	—	—	—	—

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## SWEDISH EAST ASIATIC CO., LD.,

### GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"SIAM"	End of May.
MARSEILLES, HAVRE, COPEN- HAGEN AND GOTHENBURG	"CANTON"	Beginning of June.
VLADIVOSTOCK	"CURONIA"	About 24th June.

For Further Particulars, apply to  
HONGKONG, 6th May, 1908. **MELCHERS & CO.,**  
AGENTS. 6

## NIPPON YUSEN KAISHA.

### (THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—**  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLO- MBO, and PORT SAID	KAMAKURA MARU Capt. H. Fraser. Tons 6126 HITACHI MARU, Tons 6761 Capt. F. E. Cope.	WED. 13th May, at Daylight WED. 27th May, at Daylight
YOKOHAMA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TANGO MARU, Capt. E. Swain. Tons 7493 AKI MARU, Capt. M. Yagi. Tons 6444	TUESDAY, 12th May, at 4 P.M. TUESDAY, 26th May, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Mathieson. Tons 5076 YAWATA MARU Capt. K. Homma. Tons 5817	FRIDAY, 15th May, at Noon FRIDAY, 12th June, at Noon
KOBE and YOKOHAMA	HAKATA MARU Capt. T. Murai. Tons 6161	FRIDAY, 8th May, at Daylight
LONDON and ANTWERP via MANILA, SINGAPORE, COLOMBO and PORT SAID	BOMBAY MARU Capt. A. Keith. Tons 4625 WAKAMIA MARU Capt. T. Yamawaki. Tons 4723	MONDAY, 11th May, at Daylight TUESDAY, 12th May, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and PORT SAID	YAWATA MARU Capt. K. Homma. Tons 5817 YAWATA MARU Capt. E. Cope. Tons 4697	WED. 13th May, at Noon FRIDAY, 15th May, at Daylight

\* Calling at Keelung.  
† Cargo only.  
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.  
**T. KUSUMOTO,**  
MANAGER. 356.  
Hongkong, 6th May, 1908.

## MESSAGERIES MARITIMES.

**FRENCH MAIL LINES.**  
FORTNIGHTLY SERVICE TO AND FROM EUROPE  
via SUEZ CANAL.  
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FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	About 11th May.
MARSEILLES, via PORTS	"AUSTRALIE" Capt. Veron	On 12th May, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 25th May, P.M.
MARSEILLES, via PORTS	"YARRA" Capt. Salier	On 26th May, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to—  
J. MILLET,  
Agent,  
Queen's Building. 2  
Hongkong, 6th May, 1908.

## NORTHERN PACIFIC LINE.

**BOSTON STEAMSHIP COMPANY.**  
CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**  
PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C., AND TACOMA**  
via  
**MOJI, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley	On 16th May.
SHAWMUT	9,606	E. Y. Roberts	On 6th June.
TREMONT	9,806	T. W. Garlick	On 1st July.

† Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.  
**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
GENERAL AGENTS,  
QUEEN'S BUILDINGS. 8  
Hongkong, 4th May, 1908.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAIMON."  
Captain Passmore, will be despatched for the above Ports on FRIDAY, the 8th inst., at 10 A.M.  
For Freight or Passage, apply to  
**DOUGLAS, LAFLAICH & CO.,**  
General Managers.  
Hongkong, 5th May, 1908. 802

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(Florida and Rubattino United Companies.)

**STEAM FOR BOMBAY**  
via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADELIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**  
"CAPRI."  
Captain Pedone, will be despatched as above on TUESDAY, the 12th inst., at Noon.  
For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 1st May, 1908. 4

**REGULAR STEAMSHIP SERVICE**  
WITH LIBERTY TO CALL AT MALABAR COAST.

**PROPOSED SAILINGS FROM HONGKONG.**  
FOR BOSTON AND NEW YORK.  
S.S. "SATSUMA" ... 14th May.

For Freight and further information, apply to  
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Hongkong, 30th April, 1908. 523

**"SHIRE" LINE OF STEAMERS**  
LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

**THE Steamship**  
"DENBIGHSHIRE,"  
will be despatched for the above Ports on or about the 15th May, 1908.  
For Freight or Passage, apply to—  
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Hongkong, 17th April







